

- **Segment V (15th Street to 5th Street)**

Segment V begins at 15th Street and ends at 5th Street east of Turtle Lake. This segment has four alternatives that include three bypasses of Turtle Lake and one through-town route. Alternatives 1, 2, and 3 are four-lane rural expressway bypass corridors and Alternative 4 is a 120-foot (36.6 m) urban corridor through town. Figure 2.5.2-5 and the more detailed maps in Appendix B illustrate the bypasses and through-town route for this segment.

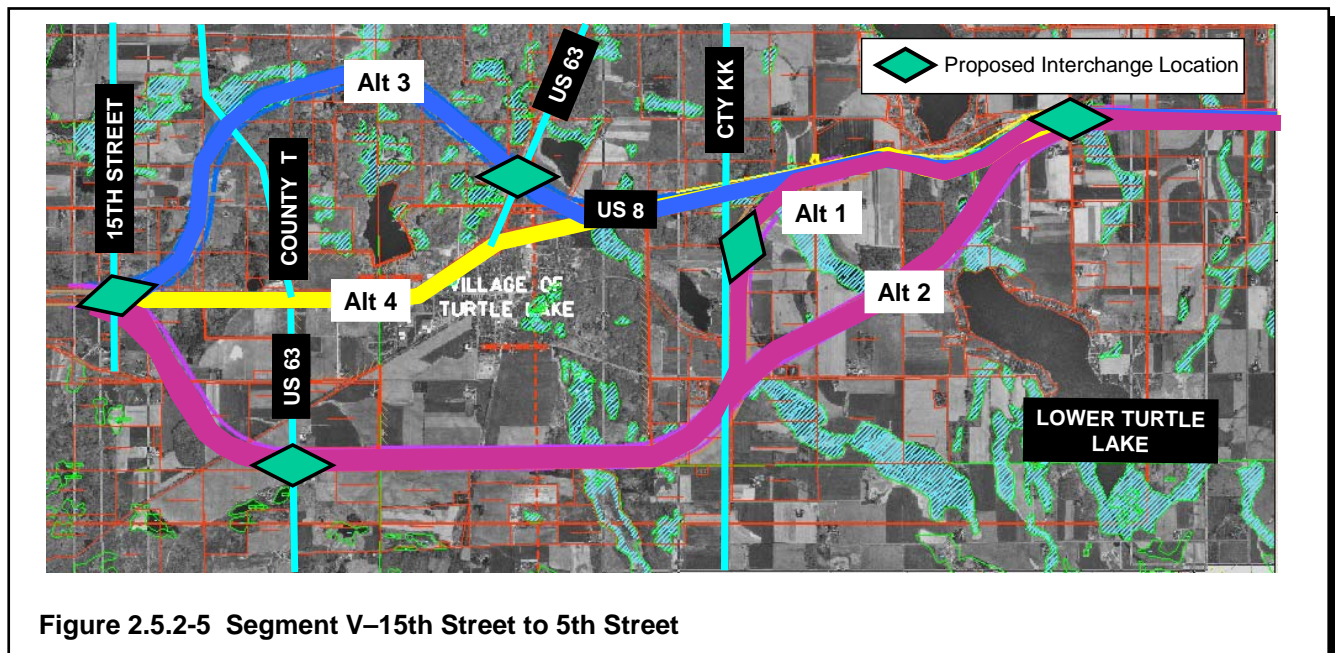


Figure 2.5.2-5 Segment V–15th Street to 5th Street

- **Turtle Lake Alternative 1 (Short South Bypass)**

Alternative 1 is one of two south bypass alternatives of Turtle Lake. This alternative begins at 15th Street and swings southeasterly for about 1.4 miles (2.3 km) to an interchange at US 63. At this point, the bypass runs east for about 2.4 miles (3.9 km) then turns north and extends 1.5 miles (2.4 km) toward US 8. The bypass rejoins existing US 8 just east of 2 1/2 Street. The alternative follows the existing alignment until 3rd Street where it shifts south to avoid impacts to Upper Turtle Lake. The alternative again rejoins existing US 8 near 4th Street; where it continues east to 5th Street. The alternative was modified at the west and east ends where the bypass rejoins existing US 8 to replace the initially proposed at-grade intersections with interchanges. For Alternative 1, no access will be permitted from the bypass at 15th Street or to existing US 8 at that location. Access considerations include three grade-separated crossings and two interchanges, one at US 63 (S) and the other at County KK.

- **Turtle Lake Alternative 2 (Long South Bypass)**

Turtle Lake Alternative 2 is the second south bypass of Turtle Lake. From 15th Street to about County K, Alternative 2 follows the same route as Alternative 1. East of County K, the route runs northeasterly to connect with existing US 8 at 4th Street. From 4th to 5th Street, the alignment follows the same alignment as Alternative 1. The alternative was modified where the bypass rejoins existing US 8 to replace the at-grade intersections with interchanges. Access considerations include three grade-separated crossings and two interchanges, one at US 63 (S) and the other at 4th Street.

- **Turtle Lake Alternative 3 (North Bypass)**

Alternative 3 is a north bypass of Turtle Lake. This alternative starts at 15th Street, extends north for approximately one mile (1.6 km), and then runs east and parallel along the south side of North Branch Beaver Brook. After crossing County Line Street, the route runs southeast between Hillman Lake and Elbow Lake to rejoin existing US 8 east of Poplar Street. At this point, the alignment follows existing US 8 to 3rd Street. From 3rd Street to 4th Street, the alignment is shifted south to avoid impacts to Upper Turtle Lake. The roadway remains on the existing alignment from 4th Street to

5th Street. The alternative was modified where the bypass rejoins existing US 8 to replace the at-grade intersections with interchanges. Access considerations include two grade-separated crossings and two interchanges, one near 15th Street and the other at US 63 (N).

- Turtle Lake Alternative 4 (Through-town)

Alternative 4 is on existing alignment from 15th Street to 5th Street but provides a four-lane divided urban roadway through the Village of Turtle Lake. The alternative would require a 120-foot (36.6 m) corridor. From 3rd Street to 4th Street, the alignment shifts away from Upper Turtle Lake along the same route as Alternatives 1, and 3.

- **Segment VI (5th Street to Sweeney Pond Creek)**

Segment VI, from 5th Street to Sweeney Pond Creek has two alternatives. The first alternative is on-alignment through Poskin, and the second alternative is a southern realignment around Poskin. Segment VI is shown on Figure 2.5.2-6 and on a more detailed map in Appendix B.

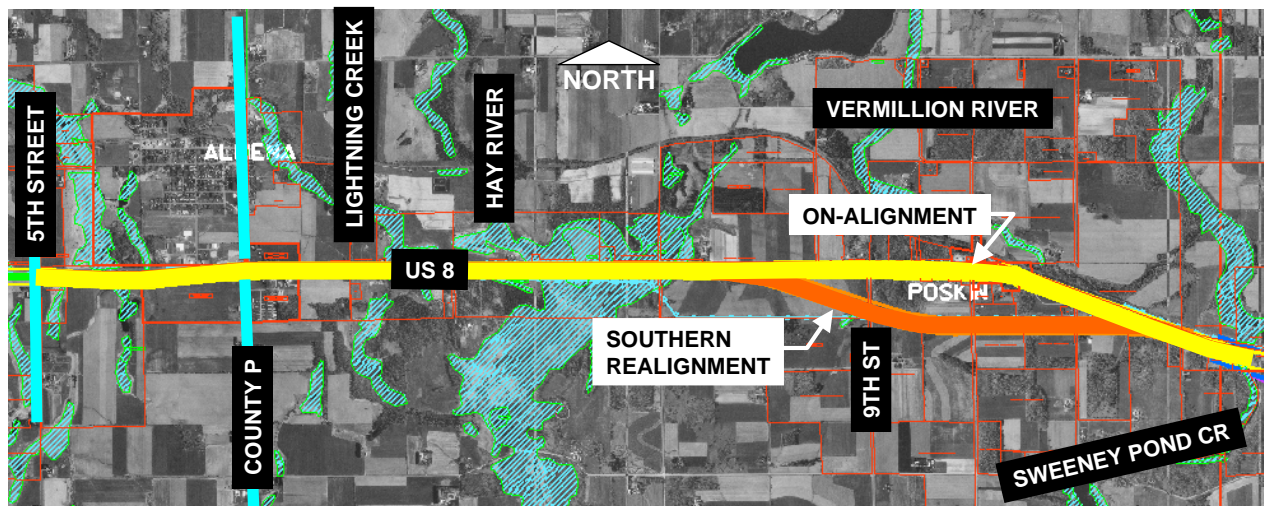


Figure 2.5.2-6 Segment VI—5th Street to Sweeney Pond Creek

- Poskin On-alignment

The Poskin On-alignment is on existing roadway alignment from 5th Street to about County P. The alignment then shifts slightly south to avoid both the Lightning Creek Wildlife Area and a cemetery located on the north side of US 8. The alignment continues shifted slightly south of existing US 8 to avoid impacting residences and businesses on the north side of the highway through Poskin. The Poskin On-alignment Alternative provides access with at-grade intersections and also restricts access at some locations.

- Poskin Southern Realignment

The Poskin Southern Realignment Alternative follows the same alignment as the Poskin On-alignment Alternative until just east of 8th Street. At this point, the alignment runs southeast for about one mile (1.6 km). About a quarter mile (0.4 km) south of existing US 8, the roadway continues east for another mile (1.6 km). When it reaches 10 ½ Street, it follows the same alignment as the Poskin on-alignment until it reaches Sweeney Pond Creek. This alternative provides access with at-grade intersections. Existing US 8 within Poskin would become a local road.

■ Segment VII (Sweeny Pond Creek to US 53)

The last segment of the project corridor, Segment VII, has four alternatives. These include three bypasses around the City of Barron and one through-town alternative. Alternatives A, B, and C are four-lane rural expressway bypass corridors. Alternative D is a 400-foot (121.9 m) wide corridor on existing alignment outside the urban area of Barron and a 100-foot (30.5 m) urban corridor on existing alignment through town. Figure 2.5.2-7 and the more detailed plans in Appendix B illustrate the four alternatives for the corridor segment.

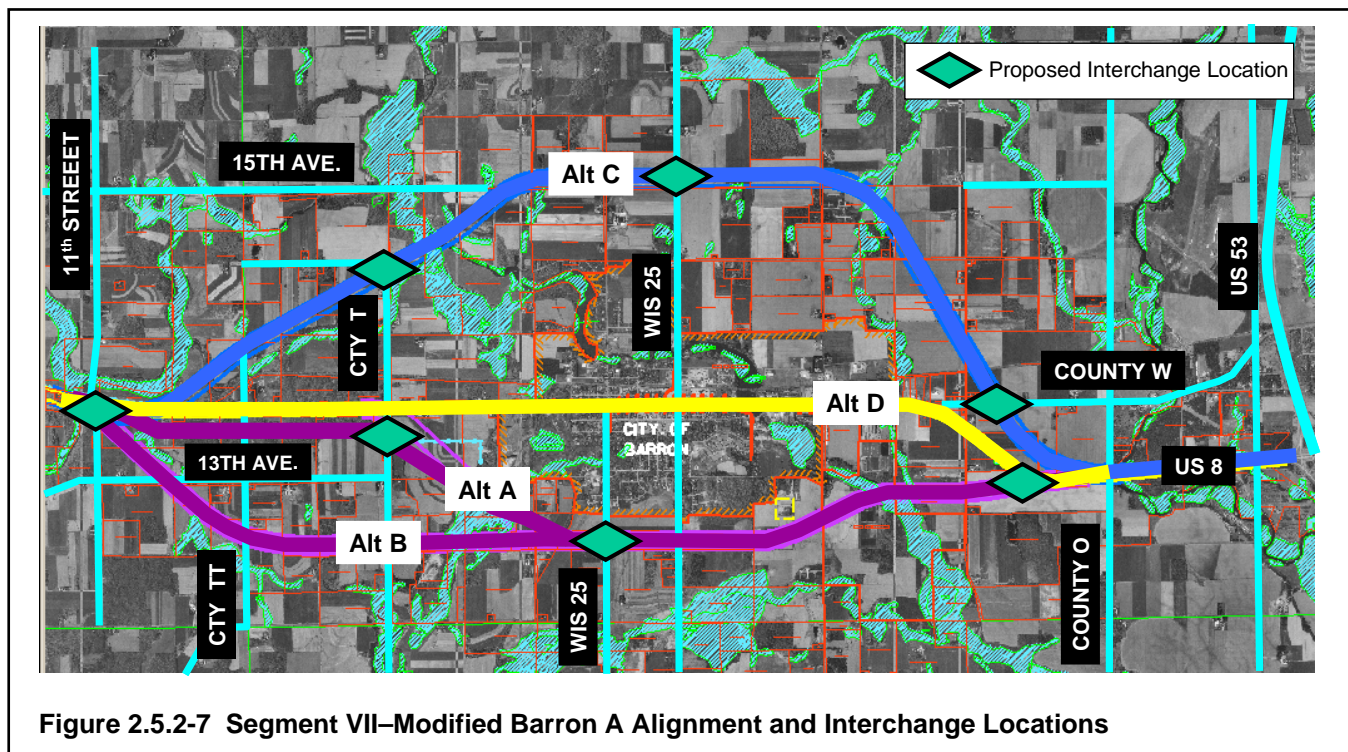


Figure 2.5.2-7 Segment VII—Modified Barron A Alignment and Interchange Locations

■ Barron Alternative A (Short South Bypass)

Barron Alternative A is being carried forward with modifications to the alignment and access. In April 2004, the City of Barron Common Council voted unanimously to support Barron Alternative A with modification of the west portion that extends from Sweeny Pond Creek to County T. The original alternative as described in Section 2.2 located the corridor along the existing US 8 alignment, resulting in several relocations along US 8. The modified alignment is shifted south of US 8 to avoid the relocation of the homes impacted by the original Alternative A alignment in this area.

From County T, the bypass route runs southeast about 1.3 miles (2.1 km) and then due east, parallel to existing US 8 about one mile (1.6 km) to the south. Near 16th Street, the bypass turns northeast and matches in with existing US 8 just west of 18th Street (County O). The four-lane roadway continues as an expressway for 1.7 miles (2.8 km) to the end of the project at US 53. The alternative was modified where the bypass rejoins existing US 8 to replace the at-grade intersections with interchanges. Access considerations include two grade-separated crossings and three interchanges at County Road T, WIS 25 (S), and between 17th Street and County Road O.

■ Barron Alternative B (Long South Bypass)

Alternative B is another south bypass of the City of Barron. At the Sweeny Pond Creek, the alignment turns southeast for about 1.4 miles (2.3 km) to County TT. At County TT the roadway is about one mile (1.6 km) south of existing US 8 and the alignment runs east, parallel with US 8, to WIS 25 (S). At WIS 25 (S), the roadway continues east along the same alignment as Alternative A and connects to existing US 8 near County O, following the existing alignment to US 53. The alternative was modified where the bypass rejoins existing US 8 to replace the at-grade intersections with

interchanges. Access considerations include three grade-separated crossings and three interchanges at 11th Street, WIS 25 (S), and between 17th Street and County Road O.

- **Barron Alternative C (North Bypass)**

Alternative C is a north bypass of Barron. From Sweeny Pond Creek to 11th Street, the alignment shifts slightly south of existing US 8 to avoid impacts to the Vermillion River. At 11th Street, the alignment runs northeast about 3.0 miles (4.9 km) to 14th Street and then turns east for about 2.1 miles (3.3 km) to 16th Street. As Alternative C runs parallel to US 8 it is approximately 1.5 miles (2.4 km) north of existing US 8. At 16th Street, the route curves to the southeast, crosses the Soo Line Railway, and rejoins existing US 8 near County O. Between County O and US 53, US 8 follows the existing alignment. The alternative was modified where the bypass rejoins existing US 8 to replace the at-grade intersections with interchanges. Access considerations include two grade-separated crossings and three interchanges County Road T, WIS 25 (N), and at County W. The railroad will have an at-grade crossing of the bypass route.

- **Barron Alternative D (Through-town)**

Alternative D remains on existing alignment the entire length of the segment, from Sweeny Pond Creek through the City of Barron to US 53. From Sweeny Pond Creek to about a ½ mile (0.8 km) east of County T, the roadway is a four-lane divided rural highway. From this point west to near 17th Street, the roadway narrows to a 100-foot (30.5 m) urban roadway that continues through the City of Barron. East of 17th Street it expands back to a rural roadway with a 60-foot (18.3 m) median and continues to US 53 as a four-lane rural expressway. Through the City of Barron, Alternative D would be a four-lane divided urban roadway with a raised median, designated left and right turn lanes, and curb and gutter. The total length of this segment is 8.4 miles (13.5 km). In Alternative D, several side roads within the City of Barron would have access to US 8 removed by use of cul-de-sacs. At-grade intersections would remain at some locations. The intersection of US 8 and WIS 25 (N) will remain signalized.

2.5.3 Side Road Access

For local residents and businesses, the ability to easily access US 8 and travel to and from local destinations is a significant factor in determining which alternatives best serve a community. Changes to the local and county road system and access to US 8 can also impact response time for emergency vehicles.

Appendix C provides a list of the existing side roads that currently intersect US 8 and the proposed access provision for the side road for each alternative except the urban through-town alternatives. Access changes are illustrated schematically in the rural areas on the access provision figures in Appendix C. Detailed maps of the through-town alternatives in urban sections of Turtle Lake and Barron in Appendix B address access considerations.

2.5.4 Comparison of Alternatives Retained for Detailed Study

The purpose of this section is to provide a comparison of the features of each alternative within the corridor segments. Detailed description of environmental consequences of each alternative is provided in Section 4.0.

A comparison of the alternatives carried forward for detailed study is provided as Table 2.5.4-1. The preliminary WisDOT Recommended Alternatives are discussed in Section 2.6.